Renton Municipal Airport
Voluntary Noise Abatement Procedures

1) Noise abatement procedures at the Renton Municipal Airport are voluntary measures by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should deviate from these procedures only when necessary to comply with any Air Traffic Control requests or in the interests of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures. All altitudes are at MSL.

2) For **aircraft with a constant speed propeller:** After takeoff, Pilots should reduce power and propeller RPM when at a safe altitude at or below 700'. The power and propeller may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

3) For **take-offs which remain in the traffic pattern:** Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind, reduce pitch attitude to Cruise Climb speed during crosswind, reduce power to pattern power at 1,000', and fly a close-in downwind West of I-405. Pilots should avoid descent over Kennydale and Renton East Hill below 800', turning base before these areas or maintaining altitude as necessary to fly over them at or above 800'.

4) For **departures leaving the traffic pattern:** Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at Cruise Climb speed to departure altitude.

   a) For **North Flow East Channel Departures:** Pilots should fly the centerline of the East Channel to the East Channel Bridge.

   b) For **North Flow Downwind Departure:** Pilots should fly the centerline of the East Channel to 1,000' before turning crosswind.

QUIET FLYING IS GOOD BUSINESS

   c) For a **South Flow Southeast Departure:** Pilots should fly runway centerline to 1,000', then left heading 130 degrees and continue to climb to at least 1,500' before turning on course.

   d) For a **South Flow Downwind Departure:** Pilots should fly runway centerline to 1,000' before turning crosswind.

5) For **approach and landing:** Pilots should approach the traffic area as high as practical at minimum power and minimum prop RPM, descending to arrive at the traffic pattern at traffic pattern altitude.

6) For **South Flow arrivals from the North:** Pilots should cross the East Channel bridge at or above 1,500', maintain the centerline of the East Channel until south tip of Mercer Island, descend as late as practical to intercept final approach course, and avoid any over flight of Mercer Island.

7) For **South Flow arrivals from the South:** Pilots should enter the traffic pattern at 1,000' on the ATC designated path or location and fly a close-in downwind, West of I-405. Pilots should avoid descent over Kennydale below 800'. Turn base before Kennydale or maintain altitude as necessary to fly over Kennydale at or above 800'.

8) For **North Flow arrivals from the South:** Pilots should maintain 1,500' until intercept of visual glideslope and then fly at or above the glideslope to a straight-in landing.

9) For **North Flow arrivals from the North:** Pilots should maintain at at-least 1,500' as long as practical, descending to cross over the "white water tower" at 1,200' or Kennydale at 1,000', as designated by ATC. Pilots should fly a close-in downwind, West of I-405. Pilots should avoid descent over Renton East Hill below 800'. Turn base before the hill or maintain altitude as necessary to fly over the hill at or above 800'.

Procedures for Helicopters

Helicopters Arriving: Enter the traffic pattern at or above 500' MSL and do not turn base leg closer than 1/2-mile.

Helicopters Departing: Proceed straight out until 1/2-mile from the airport and 500' MSL before proceeding on course.